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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

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COUNTRY USSR (Azerbaijani SSR)

DATE DISTR. 24 June 1955

SUBJECT Construction of Single-Track Branch Line
South from Alabashly in Azerbaijan

NO. OF PAGES

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

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THIS IS UNEVALUATED INFORMATION

1. Attached [] is being forwarded as received.

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2. Dashkesan is located at N 40-30, E 46-04.

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REPORT

TOPIC Railroad Lines in the Caucasus Area

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)REMARKS This is UNEVALUATED Information

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1. A single track branch railroad line originating at Alabashly ($40^{\circ}41'N/46^{\circ}18'E$), about 10 km northwest of Kirovobad on the Tbilisi - Baku main railroad line, was under construction in September 1947. The branch line extended toward the south. The railroad embankment had a firm stone packing, and the wooden ties were embedded in ballast. The rails laid were new, about 20 meters long and of American origin. Rails were fastened to ties by means of nails. Railroad stations on the new branch line were provided with 4 to 6 passing sidings. The line ran through valleys about half-way up the slopes, probably in order to avoid flood damages during the spring thaw. The construction of the railroad line necessitated extensive blasting operations. The line had several bridges which were about 30 meters long, 3 meters wide, and from 8 to 10 meters high. A macadam road which ran parallel to the railroad line was being built simultaneously. The railroad line had many steep grades, and trains operating on the completed section of the line for the hauling of construction materials consisted only of 4 to 6 freight cars. Locomotives in use were fired with coal and oil. PWs employed for the construction of the line believed that the railroad line was built in connection with rich ore deposits in the mountains south of Kirovobad. It was also believed that the line was to be extended as far as Lake Sevan and the Turkish frontier. 1
2. During a train ride from the Black Sea to Azerbaijan, it was observed that the Poti- Tbilisi - Kirovobad railroad line was double-track. Electric locomotives operated between Poti and Tbilisi while oil fired locomotives operated between Tbilisi and Kirovobad. 2
1. Comment. The branch line observed under construction undoubtedly is the Alabashly - Bayan ($40^{\circ}33'N/46^{\circ}09'E$) - Dashkezan (?) - Basargeshar ($40^{\circ}10'N/45^{\circ}43'E$) - Ararat ($39^{\circ}34'N/44^{\circ}59'E$) railroad line. Press reports indicated that the northern section of this line which probably extended as far as Dashkezan has been put in operation. The further course of this line along Lake Sevan as far as Ararat, which is on the Yerevan - Tabriz railroad line, is unclear. It was previously known that the Soviets intended to build a north-south railroad connection to the Turkish frontier. 25X1

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- 2 -

2. Comment. the Boti-Tbilisi railroad line is single-track and operated electrically. It is possible that the line has been double tracked in the meantime; it is doubted, however, if double tracking was completed by September 1947. The Tbilisi - Baku line section is double tracked, but the section has been electrified like the Poti - Tbilisi line section.

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**SUPPLEMENT TO
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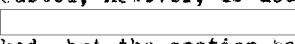
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